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#### MARITIME FLEET FULFILLS PLANS

MINISTRY OF MARITIME FLEET COMPLETES 1948 PLAN -- Krasnoye Znamya, No 7, 9 Jan 49

N. Novikov, Minister of the Maritime Fleet, reports that the Ministry fulfilled the 1948 plan for freight transport 100 percent for tonnage and 99.7 percent for ton-miles. The 1948 plan for dry freight transport was exceeded by 3.8 percent for tonnage and 0.9 percent for ton-miles. Freight tonnage increased 10.9 percent in comparison with 1947. The following steamship lines completed the 1948 freight tonnage and ton-mile quotas: Northern, Murmansk, Baltic, Estonian, Latvian, Black Sea, Azov, Danub, Sakhalin, and "Sovtanker" Steamship Lines.

The 1948 plan for handling freight was fulfilled 112 percent by the following ports of the Ministry of the Maritime Fleet: Leningrad, Odessa, Baku, Murmansk, Zhdanov, Novorossiysk, Poti, Nikolayevsk, Kherson, Tallin, Riga, Elapeda, Kaliningrad, Arkhangel'sk, Molotov, Krasnovodsk, Vladivostok, Reni, Izmail, Kholm, Molotovsk, and Korsakov. The volume of freight handled in the ports increased by 38.2 percent in 1948 over 1947.

VLADIVOSTOK PORT ADOPTS HIGH-SPEED METHODS -- Krasnoye Znamya, No 12, 15 Jan 49

The Vladivostok Commercial Port was the first in the country to adopt high-speed methods of handling steamships. Only individual ships were handled by the new method when it was put into effect in 1945. The new methods are now being used on a mass scale. Steamships are loaded with different types of freight at almost all docks in the port, so that the cost of rehandling freight has decreased more than planned. One-third of the ships which were handled ahead of schedule at the port in 1948 were handled by the high-speed method. The coefficient of utilization of port machinery has considerably improved.

The basic principle of the new method is the two-sided unloading of ships: freight from one side is unloaded onto the dock and from the other side to barges and pontoons. All unloading operations from the dock to the warehouse space, are worked out in detail beforehand. Similar preparations are made for loading ships. Ship crews are used for loading and unloading operations under

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the high-speed method. Arrangements between the crew and port are often made by radio before the ship enters the port. Similar arrangements are made with railroad workers. This type of competition among the various types of workers is one of the aims of the new method. (From an article by P. Nenashov, Chief of the Labor and Wages Division of the Vladivostok Commercial Port.)

**TANKERS TRY TO BEAT PLAN -- Morskoy Flot, No 10, 4 Feb 49**

Sailors of the Black Sea Sovtanker Steamship Line have engaged in competition to complete the Five-Year Plan in 3½ years.

Recently sailors of the three outstanding tankers, Iosef Stalin (captain, Plyavin), Moskva (captain, Pomerants), and Volganef't' (captain, Kalinin) completed Stakhanovite trips in honor of the Eleventh Congress of the VLENM. Thousands of tons of freight were delivered to the port of Odessa for use by Ukrainian agriculture.

The crew of the Diesel ship Iosef Stalin arrived at Batumi petroleum port, took on cargo in 9 hours ahead of schedule, loaded more than 1,000 tons per hour instead of the planned 850, and took on 1,000 tons above the plan.

**LENINGRAD PORT NAVIGABLE -- Morskoy Flot, No 11, 8 Feb 49**

Favorable meteorological conditions in the Gulf of Finland have made it possible for navigation to be resumed and extended to the port of Leningrad. The Diesel ship Marshal Govorov was unloaded 20 hours ahead of schedule and then departed. The steamship Pskov returned from a distant trip and is at present docked in the port of Leningrad.

**Leningradskaya Pravda, No 34, 11 Feb 49**

The winter ice-breaking campaign has been completed in the port of Leningrad. The last group of ships departed from here on 10 February. The ice-breakers Sibirskov and Malygin escorted the steamer Pskov through the ice. The Pskov was on its way to the Black Sea.

**LATVIAN STEAMER FULFILLS PLAN -- Sovetskaya Latvija, No 1, 1 Jan 49**

The Latvian steamer Yanis Raynis fulfilled the Five-Year Plan for freight transportation in 3 years, i.e., on 24 December 1948. The plan for freight transport was fulfilled 100 percent for tonnage, and 107 percent for ton-miles.

Labor efficiency in 1948 was 143.5 percent as against the plan for that year, and 119.5 percent as against the plan for 1950.

As a result of shortening the duration of a voyage and a maximum utilization of the ship's capacity, as well as conservation of fuel and lubricants, the Yanis Raynis lowered the cost of freight transportation 41 percent in 1948 and saved 568,000 rubles above plan.

**LATVIAN STEAMER REPAIRED -- Sovetskaya Latvija, No 1, 1 Jan 49**

The steamer General Bagramyan of the Latvian State Maritime Fleet has undergone capital repairs and will be back in operation in early January, according to an announcement by the captain, Boris Osipovich Levenhteyn. The steamer was repaired at the Leningrad Ship-Repair Plant.

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SHIP PREPARED FOR LONG TRIP -- Sovetskaya Latvya, No 25, 1 Feb 49

The Vityaz', a powerful Diesel ship, which was detained at the Riga Shipyard for a 2-month period for repairing, has sailed for Odessa. The ship was equipped for a long trip.

KREML REACHES ANTARCTIC WATERS -- Morskoy Flot, No 10, 4 Feb 49

The Diesel ship Kreml, which a month ago left for the Antarctic under the command of Captain V. Shabl', has now entered Antarctic waters and is approaching the flagship Slava of the Soviet whaling flotilla. The first radio-telephone conversations have taken place between the Kreml and the Slava.

CREW PLEDGES TO EXCEED NAVIGATION PLAN -- Morskoy Flot, No 11, 8 Feb 49

Vladivostok -- The crew of the steamship Vitebsk has decided to fulfill the 12 year plan during the present navigation season and to complete the five-year transport plan by transporting 200 tons above plan every trip. Recently the Vitebsk's crew finished preparations for sailing under difficult winter conditions and set out on a trip.

DIESEL SHIP READY FOR LONG TRIP -- Morskoy Flot, No 12, 11 Feb 49

The Diesel ship KIM is ready to leave Vladivostok on a long trip. The machine crew under chief mechanic Grigor'yev has made current repairs of the machinery. The young seamen plan to unload 1,250 tons of freight in the port of destination.

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